

recognize all that he did for others during the 63 years of his life.

**SOUTHERN CALIFORNIA WILD
HERITAGE WILDERNESS ACT IN-
TRODUCTION**

HON. HILDA L. SOLIS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, June 17, 2002

Ms. SOLIS. Mr. Speaker, I rise today to introduce the Southern California Wild Heritage Wilderness Act of 2002.

During the last 20 years, 675,000 acres of unprotected wilderness—approximately the size of Yosemite National Park—have lost their wilderness character due to activities such as logging, mining and development. We cannot let this destruction of our most precious resources continue unchecked!

This groundbreaking legislation will preserve about 1.6 million acres of Southern California wilderness for generations to come.

As a child, my family did not have the financial resources to travel to expensive, vacation spots. But my family's best memories are from family outings to the Azusa canyon in our local National Forest. This is where we learned to appreciate the world around us. We were fortunate enough to be able to travel a few miles to enjoy the great outdoors at the foothills of the Angeles National Forest.

Families like mine continue to use Federal lands to vacation, hike, swim and appreciate nature. As this relationship grows, so does our concern about the future of our precious lands. People, regardless of race or income, are overwhelmingly concerned about our natural resources.

The community I represent is 60% Latino and 30% Asian. We have one of the highest unemployment rates in the country. One might think that our main concern is putting food on the table. But with 3 Superfund sites, 17 gravel pits, and 2 rivers that resemble sewer channels, our concerns are many—and especially the environment!

My community's interest is not unusual. Studies show that 96% of Latinos believe that the environment should be an important priority for this country. And this statistic isn't just confined to Hispanics. African Americans, Native Americans, Caucasians, Asian Americans—we all care about the environment.

In the coming decades, the population of California is expected to skyrocket. In Los Angeles alone, population growth estimates predict that the number of people will at least double. According to the University of Southern California's Sustainable Cities Program, 3 to 4 acres of open or green space are needed per 1000 people for a healthy environment. In my urban area, there is less than ½ acre per 1000 people. This is a nation-wide trend.

With more people and less space, we have to start planning so that we don't look around one day and realize that all we see is concrete buildings, congested highways and smoggy cities. We have to plan for environmental preservation now so that our natural resources are not destroyed by carelessness and over-development.

The Southern California Wild Heritage Wilderness bill will put us on the right track so that our environment is not the victim of our

population but growth, a managed approach which respects communities and open space.

This bill will also give working families an opportunity to enjoy and learn about the environment. It will provide the open space needed to create a safe haven where people can get away from the city, the smog, the noise, and the daily hazards of urban life to experience nature and enjoy quality time with family and friends.

These lands also hold a lot of cultural value. This bill will protect sacred lands of California's Native American Tribes.

This bill will honor our natural resources—our forest, streams, lakes, and wildlife.

I am pleased to be a part of this effort and look forward to protecting our natural resources for generations to come.

**PRIVATIZING AIR TRAFFIC
CONTROLLERS**

HON. JIM MATHESON

OF UTAH

IN THE HOUSE OF REPRESENTATIVES

Monday, June 17, 2002

Mr. MATHESON. Mr. Speaker, it is with concern that I rise to discuss the President's Executive Order to strip air traffic controllers of their inherently governmental function status.

I believe first and foremost that the greatest responsibility of the federal government is to ensure the public's safety. Taking steps toward privatizing our air traffic controllers could impede our safety efforts. Privatizing air traffic control systems has consistently proven to jeopardize air safety.

Both Great Britain and Canada have privatized their air traffic control systems and both have run into massive debts, increased costs for airlines and higher prices for consumers. The British system, that began operating only eleven months ago, is currently facing bankruptcy. Even after a government bailout of 30 million pounds, airlines are seeing burgeoning shortfalls of up to 80 million pounds.

In Canada, there are many problems with the privatized system. Canadian air traffic controllers are preparing to strike while Air Canada President Robert Milton exclaimed, "I think we have a long way to reach the levels of efficiency that exist in the US."

Mr. Speaker, why would we take steps toward privatizing America's air traffic controllers when we just decided it was more effective to make airport security screeners federal employees?

Privatizing our air traffic control system would be a terrible step backward as the Administration looks to consolidate and improve the abilities of our national homeland defense agencies.

ALFRED GRISANTI

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, June 17, 2002

Mr. KUCINICH. Mr. Speaker, I rise to honor the memory of Alfred Grisanti who served the City of Cleveland as a member of the City Council from 1944 to 1954 and then as an ac-

tivist private citizen for many more decades. Mr. Grisanti was a fearless defender of the public interest, challenging the rationale of an urban renewal program years before its collapse. He was a visionary who understood that the best intentions of government had to be followed up by serious planning. The Urban renewal program in Cleveland in the 1950s moved tens of thousands of city residents out of their inner-city housing and gave the land to institutional and private interests. There was no program for relocation of residents, who were often forced into tenement districts where living conditions were intolerable; poor housing, poor health care, segregated schools. Mr. Grisanti waged a long and lonely challenge to the program on behalf of the dispossessed and small businesses. Years later was proven to have been right, as the urban renewal program of the 1950s became part of the civil rights disasters of the 1960s.

Mr. Speaker, Alfred Grisanti brought a fighting spirit into city politics. He was a member of one of the most famous college football teams in American history, the Fighting Irish of Notre Dame, under legendary coach Knute Rockne. He was a reserve end on Notre Dame's national championship teams of 1929 and 1930. He graduated from Notre Dame in 1931, with a degree in economics. He later earned a law degree from Western Reserve School of Law. In 1948 he was a delegate to the Democratic National Convention. Mr. Grisanti often used football analogies in his legal and political discussions. His love of football, the law and politics continued throughout his life and his friendships spanned all three fields from one end of America to the other.

Mr. Speaker, it is appropriate that this United States House of Representatives pay tribute to the memory of Mr. Alfred C. Grisanti. True to the fight song of his Alma Mater, 'Down through the years, he has re-echoed the cheers, and through his efforts brought fame' to Notre Dame, to his profession, to his city and to his own family name.

**EXECUTIVE ORDER ISSUED BY
PRESIDENT BUSH**

HON. JERRY F. COSTELLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Monday, June 17, 2002

Mr. COSTELLO. Mr. Speaker, I rise today in opposition to the Executive Order issued by President Bush that stated that air traffic control is no longer an inherently governmental function. I am deeply concerned that this is the first step in an unwise attempt to privatize our nation's air traffic control system. As we are considering consolidating federal agencies into the Department of Homeland Security, I believe it is unadvisable to make changes to successful federal organizations.

Our nation has the best air traffic control system in the world. The professionalism of our air traffic controllers allowed for the rapid and safe clearing of American airspace after the events of the 11th. It seems to me that given the recent terrorist attacks and on-going threats to homeland security, it is imperative that we maintain our current system of air traffic controllers, who have done such a good job of keeping our air space safe.